

REAR VIEW

Tina Waller spotted this well loaded Series II saloon at the Beaulieu Auto-jumble.



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MORRIS MINOR REGALIA - DORSET BRANCH



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M : 07768 653017 T : 0870 360 7000 F : 0870 360 7001

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MORRIS MINOR OWNERS CLUB



JUNE 2011
VOLUME 14
ISSUE 8

WWW.DORSETMMOC.CO.UK

DORSET BRANCH NEWSLETTER

Dorset Branch of the Morris Minor Owners Club

Helping to preserve the post war Morris Minor in the Dorset area and beyond

The MMOC Dorset Branch

was founded in 1977 by Graham Melly and chaired in the early days by Aubrey Batt. It is a Branch of the National Morris Minor Owners Club but has its own accounts and organisation (see Constitution for further details) **We meet on the first Wednesday of every month (7:30 for 8:00)** at the Bournemouth Electric Club, Broadway Lane, BH8 0AA. We have an active calendar of events throughout the year – particularly in the Summer months when we attend many rallies and other shows. The monthly Clubnight is an opportunity to meet the other enthusiasts and enjoy a presentation or other activity organised by the Committee.

Membership currently costs £10 per year, £12.50 for joint membership.

Please ask Branch Secretary if you require a copy of the Dorset Branch Constitution. (Also available on website.) For more details contact Laurie Blewer on 01202 522673 or John Jenkinson on 01202 576690

Advertising: Cars or spares for sale or wanted £5 per entry (Free to members). Traders advertisements: £30 per year.

FRONT COVER

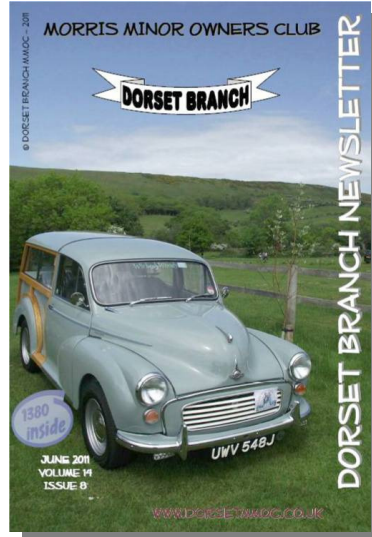
May's main event was the Aubrey Batt run to Tyneham Village where Andy Westcott's Traveller was photographed. (Article on pages 10-11)

Committee Members 2010-11:

- President: Graham Jarvis (07856 918136)
- Chairman: John Jenkinson (01202 576690)
- Secretary: Laurie Blewer (01202 522673, 07947 525884)
- Treasurer: Jacky Wood (01202 573501).
- Membership Secretary - Des Waller (01202 573403)
- Events Organiser/H&S Supervisor - Neville Gerry (01202 747687)
- Newsletter /Website Editor: Brian Wood (01202 573501) (brian@dorsetmmoc.co.uk)

Non Committee posts:

- Raffle Coordinators: Chris Tilly and Val Palmer
- Spares Manager: John Bainbridge (01258 458749)
- Regalia Manager: Richard Cyster - (01202 526660)
- Catering Executives: -Sue Blewer, Lyn Gerry



WHAT'S ON?

(Don't forget to check the website for latest updates to events)

- 29th May – Ringwood Autojumble – Nr. Avon Heath Country Park
- 1st June – Clubnight – Talk on Visit to China by Phil Traves
- 18th June – Sturminster Show (tel 01258 471450, e:rust-monkey@tiscali.co.uk)
- 18-19 June – BPPC Steam Up – Canford Park Arena
- 26th June – Gillingham & Shaftesbury Motoring Pageant (01775 712344)
- 6th July – Clubnight – Road Run– Wimborne Model Village**
- 9-10 July Dorset Branch Rally – Avon Heath Country Park
- 16-17th July - Melbury Abbas Vintage Rally & Rural Weekend (01747 852265)
- 17th July – Muscliffe Community Day
- 17th July – Poole Bay Classics at Breamore
- 24th July – Mid Summer Saunter (NOTE NEW DATE)
- 3rd August – Clubnight – Talk on Dad's Army
- 7th August – Lymington Car Show
- 12-14 August – Purbeck Rally
- 29th August – Verwood Rustic Fayre
- 2-5th September – loW Trip
- 7th September – Clubnight – Talk by Peter Vince (Abbey Rd Studios)
- 11th Sept -The Macmillan Centenary Dartmoor Rally and Scatter Quiz www.mcs-rally.com
- 25th September – Breamore Steam Up
- 25th September – Ringwood Autojumble near Avon Heath C.P.
- 5th October – Annual General Meeting

2012

28th Jan Club Dinner and Dance – Elstead Hotel

**NEXT CLUBNIGHT:
TALK ON CHINA-PHIL TRAVES**

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BEAULIEU AUTOJUMBLE (IN PICTURES)



JUNE 2011

VOLUME 14 ISSUE 8

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• Talk on China by Phil Traves

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DON'T FORGET - NO MEETING AT SEB CLUB NEXT MONTH (SEE PAGE 5)

The Dorset Branch Newsletter is published on the first Wednesday of the month and sent by post to paid-up members. It is also available for download from the Internet usually about 10 days before the clubnight.

EDITORIAL



Hi everyone, and welcome to the newsletter. Thanks for the contributions this month – particularly to Andy Westcott for his tale about the upgrades to 'Bob' the Traveller (also answers to the name 'Wicked Woody' - or is that my nickname?). I must say, I do like the idea of a 'Q' car – ie one that is faster than it looks. Andy's car gives little away to look at, except perhaps the wheels, but even those have the standard hub caps. I must say that Andy has done a brilliant job on his car, everything is meticulously engineered and fitted – no bodesges or short cuts anywhere. There are a lot of nice touches such as the oblique Intel reference ("1380 Inside") on the bulkhead. Well done Andy, when can you start building one for me?



The Aubrey Batt run to Tyneham Village on Sunday 9th went off very well, with good weather and an interesting talk given by Paul (the Warden) who has a lifelong interest in the place and its history. There was a good turnout of cars and there are some photos in this newsletter on page 8 and also on the website – www.dorsetmmoc.co.uk (courtesy of Photobucket). It seems that every week or two, I get an email 'virus' warning usually of some impending email which is dangerous to open. Now I know, that such a virus can wreak havoc on your computer, can cause you a lot of grief and be difficult to get rid of. However, I always check warnings out before passing them on and can honestly say I have **never** passed one on, *because the 'warnings' have all turned out to be hoaxes*. Their sole purpose is to alarm people and clog up the internet – some people seem to get satisfaction out of this! Why don't they get a life? Often you get the same 'warning' which does the rounds and reappears every few months. The recent demise of Bin-Laden has re-invigorated the old hoax message bearing his name. The strapline is "If you get an email along the lines of "Osama Bin Laden Captured" or "Osama Hanged" don't open the attachment." If you pass such messages on, then you are unwittingly complying with the malicious intentions of the author of the email and just adding to world 'spam'. If you are worried about virus protection, the best advice I can give is invest in one of the market leader anti-virus programs (such as Symantec, Kapersky, Norton or McAfee etc) and make sure you keep it up to date. We use *Norton Internet Security* which seems to be very good and have had no issues since we installed it. If you want to check out a potential hoax message – have a look on Hoax Slayer (<http://www.hoax-slayer.com/>)



Beaulieu Spring Autojumble was good this year (no rain!). It was good to say hello to some new people on our Branch Stand and also some old ones too.

FUEL PUMPS If anyone has any old Minor Petrol pumps laying about in the garage, I am trying to round up a few to refurbish for the club spares at favourable prices. I am trying to get a good price for buying a quantity of contact points. A good, working spare pump is always useful in the boot – just in case! It's

not always worth forking out for a new one unless you actually need it. Donations would be gratefully accepted or we could run to a couple of pounds if you like.

(Continued from page 12)

ety. The only clues to his station in life are a signed photo of Queen Elizabeth on the dresser and the velvet and ermine robes that he wore to the coronation of King George VI in 1937. The couple had no children and Morris divided his fortune among charitable causes and funded Nuffield College, Oxford. During the polio epidemic of the 1940's and 1950's he paid for 5,000 iron lungs to be distributed throughout the Commonwealth. When Morris died in 1963, four years after the death of his wife, he left the house to Nuffield College. It was opened occasionally by volunteers but will be opened permanently by the NT, which needs to raise £600,000 to do so. Richard Henderson, its general manager for Oxfordshire, said, "Despite Lord Nuffield's philanthropy and achievements, he remains relatively unknown. His home is a wonderful time capsule and reveals so much more about the man who changed so many people's lives for the better.

FOR SALE & WANTED & CLUB NOTICES

Please let me know if you no longer wish your ad to be included in the newsletter/website. *Editor.*



The Branch Website has a 'Spares Shop' which advertises (mostly) spares. Why not browse the bargains or send me an ad or two with a decent picture.

Spares/repair Morris Traveller 1000, Ex Warkickshire Police Chief Constables car "only 1 of 2 used", running resto, good s/h wood in-



cluded, MOT July 11, Tax Feb 2012, original bill of sale, body panels good, £875.00 contact Mark 01202-600141 (June 11)

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LORD NUFFIELD'S HOME

Thanks to Laurie for spotting this one in the Daily Telegraph on April 27th. It's about the opening of Nuffield House to the general public. Might be nice to have a look around there some time – perhaps a club run?



The home of William Morris, owner of the Morris Motor company and at one time, Britain's richest man, is to be opened up to the public after decades under lock and key. Nuffield Place in Oxfordshire has been preserved perfectly as a 1930's "time capsule" since the industrialist's death. It has now passed to the National Trust and offers a glimpse of a bygone era.

Morris, later Lord Nuffield,

was Britain's greatest philanthropist and gave away more than £30 million of his fortune, equivalent to £700 million today. Yet despite his wealth, his way of life could not have been more modest.

So uninterested was he in life's luxuries, that his bedroom floor was carpeted with offcuts from the Morris factory in Cowley. What appears to be a wardrobe opens to reveal a miniature workshop filled with spanners, screwdrivers and Phillips Stick-a-Soles that he used to repair shoes rather than buy new ones.

Morris's frugality is testament to his humble beginnings. Born in 1877, he left school at 15 and started work as a bicycle repairer before turning his attention to cars. He designed his first, the Morris Oxford in 1912 and the Company became such a force in British industry that he was awarded a Baronetcy in 1934.

There is no collection of cars in the drive. Morris drove a Wolseley, a gift from his workers, for many years and never sought to upgrade it. He famously hated the Morris Minor, likening it to a "poached egg".

He took his baronial title from the village of Nuffield, near Henley-on-Thames, where he bought the house in 1933 with his wife, Elizabeth, and remained until his death in 1963.

The furnishings are little changed from the 1930's, from the cocktail cabinet and gramophone in the drawing room to the dining table laid with the couple's china and glassware. On a display is a pink glass, in which Morris's secretary served him a daily dose of Milk of Magnesia on a silver salver.

Morris was a committed smoker and the house features assorted paraphernalia including an ashtray full of unsmoked cigarettes and a book of sheet music entitled *Songs for Smokers*.

He hated London and preferred to stay in Oxfordshire rather than mingle in high soci-

(Continued on page 13)

EDITOR'S INBOX

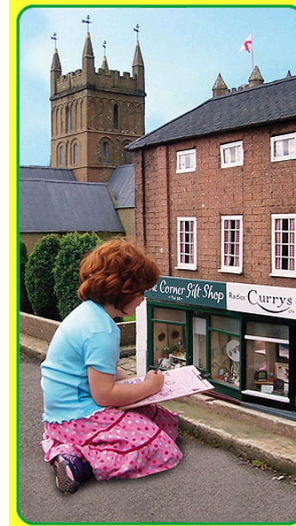


Dear Mr. Wood

Thank you for your email and sending us the photos, we are so glad you all had a good time, as always it was a pleasure to have your club stay with us at The Royal Glen.

Kind Regards, Pauline, Reception

JULY CLUBNIGHT - WIMBORNE MODEL VILLAGE



As is the usual tradition, we are not having a meeting at the Electric Club for the July meeting on Wednesday 6th July. Instead, we are having an evening out at Wimborne Model Village from 7:00 pm. There will be food available – more details and costs will be given at the clubnight (June) and on the website (if you are not able to attend in June). There is ample parking in the public car park opposite the model village (which is free in the evening).

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SECRETARY'S REPORT


Good evening and welcome to the June clubnight. I hope you enjoyed last month's talk on servicing given by our two mechanical "experts"!!! Tonight Phil is giving us a talk on his recent visit to China.

May was quite a busy month with lots of events going on. On May bank holiday Monday we went along to the Friends of Beaulieu May Day cavalcade. About 30 cars of all makes and models gathered in the main arena. Twice during the day the cars drove around the grounds with a commentary.

The following week was the Aubrey Batt Memorial Run. 30 cars gathered at Avon Heath Country Park where quite a few members had breakfast in the café before heading off for the drive to Tyneham village. The Traveller decided to play up and it turned out to be a faulty condenser which I changed when we got there and it has been alright since. The ranger gave us a very informative talk on Tyneham village before we all had a good look around. The car of the day was chosen and the trophy will be presented at tonight's meeting. A very enjoyable day was had by all.

The next weekend was the Beaulieu Spring Autojumble. We arrived on the Friday to set up and after much searching of the van we discovered that the bungee straps to hold the top and sides on the marquee were not in the van! Much searching of the stalls eventually turned up enough cable ties to fasten everything down and in the end this seemed better as nothing moved at all. I didn't need anything in particular but one or two bargains were purchased. The stand was busy all weekend with lots of membership packs being given out as well as forms for the 2013 Centenary event. Nev, Eddie and I took cars along to the Classics Monthly stand and we have already booked our places on there for the International Autojumble in September.

There are several events coming up. This weekend is the Beaulieu Steam Show. We went along last year for the first one and that was very enjoyable and this year it promises to be even better. We have been asked to take part in the Muscliffe Community Fun Day on 17th July. Could you please let me know if you are planning to come along so I can let them know how many cars we can expect? I have the forms for the Lymington Show which takes place next month. Could you please let me know if are entering so I know how many cars will be on the club stand. Plans are coming along well for the Dorset rally. Please make sure you get your entry form in as soon as you can. We will be looking for volunteers for all the various jobs and there should be a form up on the board – if I've remembered to print one off!! Bull Motif will be coming along to the rally this year so if you need anything don't forget to order it beforehand and they can bring it down for you.




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BOB (CONTINUED)



core and oil gallery plugs, the block was ready for painting. This is always the satisfying part of any refurbishment.

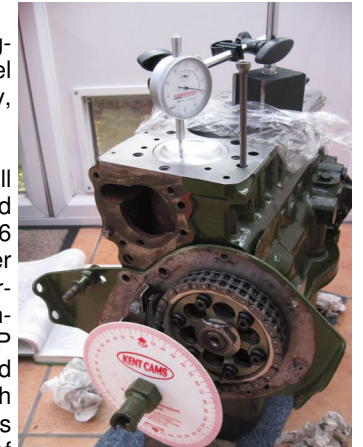
I fitted pistons and crank and proceeded to time in the camshaft. After the oil strainer had been modified to clear the strap on the centre main bearing on went the sump and oil pump.

As I was having the engine prepared to such a high standard it was only right that the cylinder-head, an equally important part of the high performance set up, should also be up-rated at the same time.

The head was rebuilt using the largest possible racing stainless steel valves to get maximum efficiency,

and this is also a speciality of M.E.D.

The eventual specification of the engine is as follows; 1380cc Omega pistons. A+ crankshaft ground -0.0010", roll radius journals and Nitrided (toughened). A+ con rods fitted with A.R.P high tensile bolts and balanced. Kent MD266 fast road camshaft with double valve springs and vernier adjuster. Roller tip rockers. Road/Competition cylinder-head with 36mm inlet 31mm exhaust valves, ported runners and 3 angle valve seats with bronze guides. A.R.P heavy duty head studs. Centre main bearing strap and heavy duty oil pump. The oil filter head is a billet item with no bypass so all of the oil going to the vital components is



filtered all of

the time, not the case on the standard set-up. All clutch components and flywheel were balanced also.

Carburation is an H.I.F 44 Metro turbo item with a ported inlet manifold (Myself and two days with a Dremel). I fitted an oxygen sensor into the exhaust, and coupled this to a constant readout Air/Fuel ratio gauge I can now easily fine tune the engine.

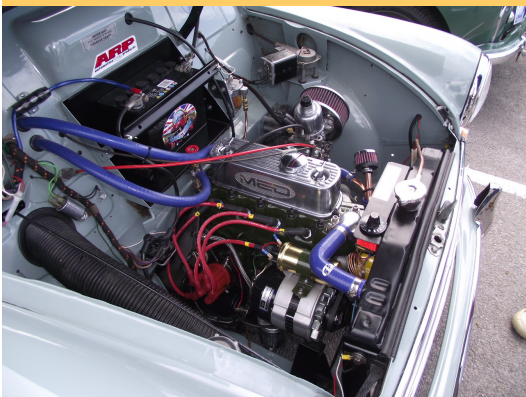
The sparky end of things is controlled by a 123 ignition distributor with variable advance curves through high performance leads and coil.

The net result of all this is that Bob now has more va-va-voom, about 100 BHP, but the real test will be when we take on the French traffic on this year's Minors on Tour to Brittany.

Altogether Bob has taken 4 years to tweek to this extent ,but I have had a lot of fun along the way. Maybe his metamorphosis will be an inspiration to others as he has truly turned out to be a Morris Minor for the 21st Century.



BOB THE TRAVELLER (BY ANDY WESTCOTT)



Most members of the club will be familiar with Bob our Smoke Grey Traveller. Well at the start of last winter I hatched a plan to "slightly up-rate" his running gear. The plan was to build a new engine and push the boundaries of what is possible with the A series lump having been inspired by many years of reading David Vizzard's Tuning BMC's A series engine. I'm not a purist by any means but do like the idea of the engine looking like the original instead of having to make extensive body modifications to incorporate a bigger unit. I did a lot of research into what owners of Minis have done, as they are often into motor-

sport. The car has always been able to hold it's own in modern traffic, being a 1310cc but I wanted to build my "forever" engine and as the old unit was a little tired, now was a good time. I had already uprated the brakes with Discs, fitted a five speed transmission and a Midget 3.7:1 differential so the engine is the last step in the mechanical overhaul. To round off the overall "sleeper" look the car is shod with 175 tyres on wide rims, but still retaining the chrome hubcaps.

Every part of the car I have restored myself including the respray, welding and refitting of a new set of timber from Steve Foreman at Woodies. My father made all of the interior woodwork from scratch and helped with heaving around the wood frame to fit. I finished the initial restoration in only eight months from a heap that was in a barn.

My search for a donor engine on ebay led me to a Midget block which was unmolested and stored for 20+ years so I was off to a good start.

Most of the components in the engine could be purchased separately as they were either new or from A+ derivatives of the Minor engine.

I chose M.E.D. of Leicester for the specialist machining as they have a very good reputation in the field of performance. When boring these blocks to maximum cubic capacity the bore centres have to be moved to allow more metal between 2 and 3, so it is critical that this is accurate.

I chose, with this engine, to go out to 1380cc as this is as large as is sensible to go and as can be seen from the pictures does make the bores very close.

The other components were also taken up for balancing and machining.



After a wait of several weeks I got the call I had been eagerly anticipating so hauled up to Leicester a second time to pick up all the kit and caboodle that makes our Morris go. It was worth the 700 mile round trips as they had done a fantastic job.

I spent about three weeks meticulously assembling all the components and making sure everything was almost laboratory clean, which included trawling the oil ways with a small brush for two days, which nearly drove me mad, such is the price of perfection.

At last it was starting to come back together, with new

CHAIRMAN'S REPORT

Good evening and welcome to June's clubnight. I took my Volkswagen camper van to this year's Beaulieu Autojumble and stayed the weekend. The weather was good and also the bacon rolls went down a treat. This year's rally is looking good but we are still looking for new stalls. I thought that the Aubrey Batt Run this year was a good day. The run and the Ranger's talk made it a great day out. There seems to be a lot of interest in the 100 years Morris celebration at Beaulieu in 2013 – so if you know of anyone who has an interest in Morris's such as a car, lorry, van etc, please let one of the committee know. Ann's convertible is really looking good. I ordered a set of number plates from Jepsens (at Beaulieu) and it was nice to see a company that makes the right plates that fit the dimensions of the saloon bootlid. I was also pleased with the service - ordered them on the Sunday and they arrived in the post on Tuesday!

I am sorry that I have had to ring Karl to cancel the MOT day due to lack of support – which was a bit disappointing.

I hope all of the members enjoyed the recent servicing demonstration at last clubnight which was done by two top BMC mechanics. That's all for now, happy motoring, John.



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BRANCH REBATE SCHEME

You may be aware that the branch receives a financial rebate according to the numbers of national MMOC members who attend the monthly clubnights. We therefore need to update our records so that we can take advantage of this scheme. Please would you advise Des Waller (or any Committee Member) of your MMOC membership number and renewal date and make sure that you sign the attendance sheet at the clubnights. Thank you.

AUBREY BATT RUN 2011



We arrived at Avon Heath Café just after they opened at 9:00 (keen, or what?) Well, I was looking forward to my breakfast – which was very nice. We had an excellent turnout of members and assembled in the car park in intermittent sunshine. We all

headed off at 10:30 as planned and drove in several convoys to Tyneham. Laurie and Nev had organised the route which took us there over quieter roads and we had a very pleasant journey through the Dorset countryside.



When we got down to the Wareham area, there were many cyclists zooming along the roads and going

quite fast down the many hills there. One of them nearly came to grief on the side of our Traveller, he skidded around us and skilfully managed to avoid a 'spill'. He seemed to think it was our fault, however. We came up



to a junction where 2 or 3 cyclists were stopped for a break. They gestured a left turn to us, presumably where other Minors had previously gone earlier. Wrong! Anyway, we had the extra treat of driving through Kimmeridge village. We found some hikers who had a map, but they didn't seem to know where they were either. Then Dave and Jackie in the Hillman, followed by Richard in the camper drove by, so we followed them.

We had arranged for an introduction from Paul Fancy, the warden, which was very interesting and demonstrated his personal fascination for the place. Laurie had a slight issue with the Traveller and I'm sure he won't mind me drawing your attention to it in the usual way. I don't think it was as serious as the expression on his face might imply! We had a picnic in the sunshine and watched several more classic cars from other clubs arrive. One group was a Mystery Tour arranged by Transport of Yesteryear. Hope you like the photos.

CONVERTIBLE PROJECT PT. 6

(BY JOHN JENKINSON)



Progress has 'eased up' slightly but the end is tantalisingly close and we are now definitely on the 'home straight'. We managed to get the car engine started, as reported last month, but we had to 'jury rig' a fuel supply, since the fuel tank didn't work. How can a fuel tank not work, I hear you ask? Well, all seemed well, we cleaned it out, checking for leaks. Inside it looked a little rusty, but this is not unusual or necessarily a 'show stopper'. When we ran the pump to prime it and clear any debris prior

to connecting it to the carburettor, we noticed that it was mostly air coming out of the pipe. Having checked and eliminated any loose joints, we eventually came to the conclusion that air was being drawn into the pipe line, and after further testing, we found no petrol *at all* being delivered to the front! So, we resolved that the suction pipe inside the tank was leaking. The best option was to get hold of another tank as a replacement, since we didn't fancy cutting the top off to repair it. We duly obtained another one and all seems ok now. The next challenge was to fit the hood frame. The frame we had, came with the car but had suffered some abuse in the past. I straightened it out so it resumed its correct shape and applied some paint. When it was fitted on the back pivots, however, it seemed to oversail the top of the windscreen. This entailed some further 'adjustment' work with the angle grinder and welder! I managed to pick up most of the remaining items at Beaulieu Spring Autojumble a week or two ago. I found some new-old stock bumper blades which will do the job well enough. Got the number plates and wiper arms – so the end is in sight. Just the interior to sort out now. (John J)